

# BookletChart™

## Matagorda Bay and Approaches

NOAA Chart 11316

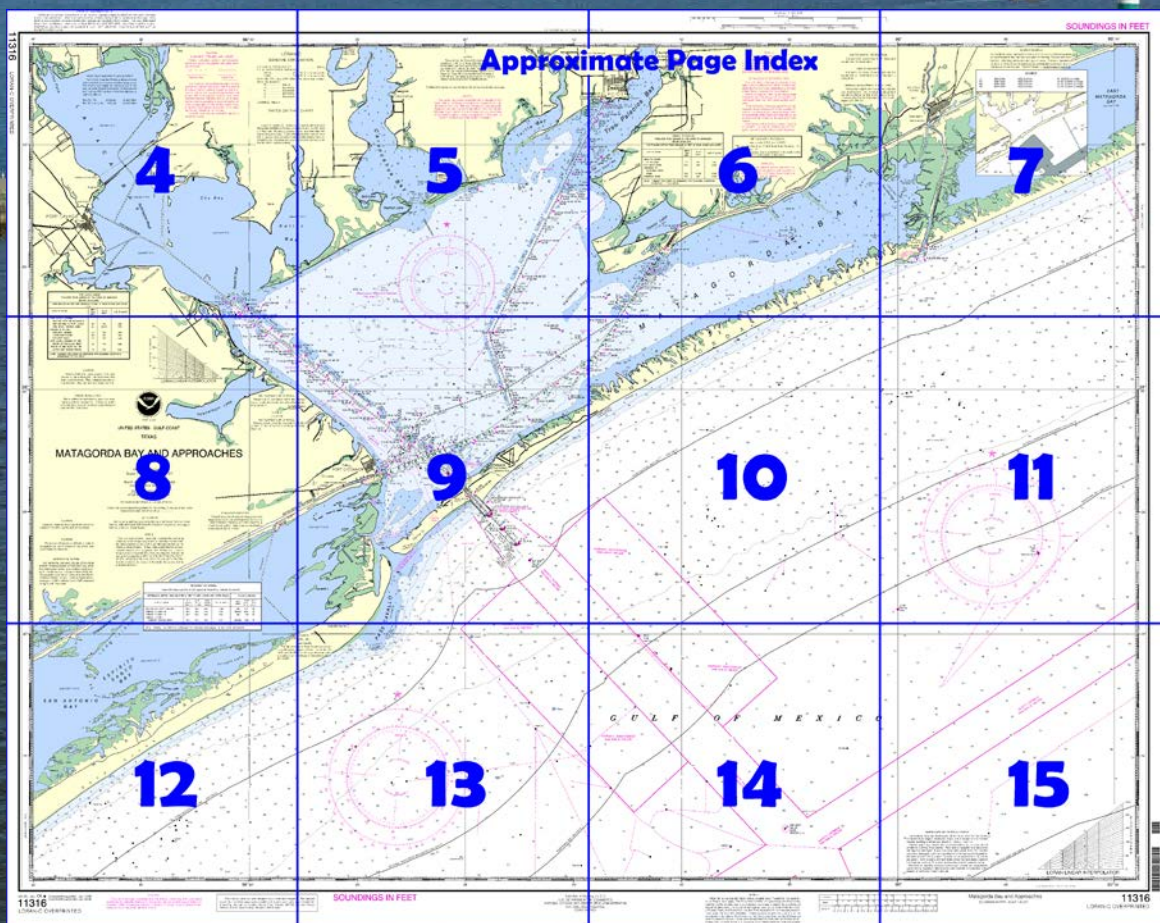


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™ ?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

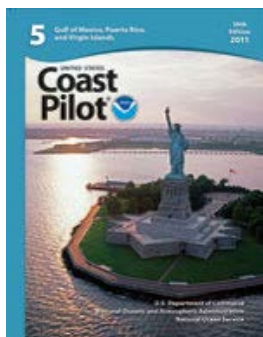
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11316>



**[Coast Pilot 5, Chapter 11 excerpts]**  
**Vessels should approach Matagorda Bay through the prescribed Safety Fairways.** (See 166.100 through 166.200, chapter 2.)  
**Anchorage.**—Vessels should anchor off the bar in the Matagorda Fairway Anchorages on either side of the safety fairways. (See 166.100 through 166.200, chapter 2.) With N winds or smooth sea, fair anchorage is available in 4 to 12 fathoms.  
**Currents.**—The tidal current in Pass Cavallo is believed to attain a velocity of 2 knots

with currents of 5 knots reported. It is reported to be very strong in the land cut through Matagorda Peninsula, especially on the runoff of the ebb after strong S winds. The current in Matagorda Ship Channel attains a reported velocity of about 3 knots and up to 7 knots under severe conditions. Daily predictions of the tidal current may be found in the Tidal Current Tables, Atlantic Coast.

**Pilotage, Matagorda Bay.**—Pilots are available for Matagorda Bay day or night. Ships having a beam greater than 102 feet or are more than 725 feet in length will only be piloted during daylight hours.

The usual storm anchorages for small boats in Matagorda Bay area are: the Harbor of Refuge S of Port Lavaca, in depths of about 12 feet;

**Chocolate Bay**, with depths of 3 feet; Lavaca Bay, on the E side to the N of the causeway, with depths of 4 to 5 feet; **Lavaca River** with depths of about 5 feet across the bar; Carancahua Bay with depths of 3 feet across the bar; and Tres Palacios Bay, off Palacios, with depths of 4 to 5 feet.

Small craft should not anchor in Matagorda Bay in the vicinity of the land cut through Matagorda Peninsula as strong currents and turbulent water are reported in this area.

**Halfmoon Reef** extends about 3 miles off **Palacios Point**, the SW point of the tongue of land extending between the E and N portions of Matagorda Bay. This is a shell reef 100 to 500 yards wide, reported covered about 4 feet at low tide over the greater portion of its length. The reef is marked at its S end by a light.

**Tres Palacios Bay**, about 6 miles N of Palacios Point, is a shallow bay on the NE side at the center of Matagorda Bay. A Federal project provides for a channel 12 feet deep leading from the Intracoastal Waterway through Matagorda Bay and Tres Palacios Bay to three turning basins at the head of the harbor at the town of Palacios.

**Palacios**, a fishing and farming community, is on the W side of Tres Palacios Bay. Two elevated water tanks in the town show prominently from the bay.

**Carancahua Bay**, 6 miles W of Tres Palacios Bay, is a shallow, unimportant body of water frequented only by small pleasure boats and oil-drilling equipment. In 1982, it was reported that there were depths of 3 to 6 feet inside the bay. It was further reported that numerous wellheads, oyster shell reefs, platforms, and other obstructions, some marked by private lights, occupied the bay making navigation hazardous. Numerous beach houses are on both sides of the bay. (87) **Keller Bay**, an arm on the E shore of Lavaca Bay, is the site of oil exploration and development. Shell is barged through a privately maintained channel to **Lavaca Bay**, an arm of Matagorda Bay at its NW corner, has a general depth of 5 to 7 feet with several reefs near the head of the bay.

A Federal project in Lavaca Bay provides for a 12-foot channel leading NW from Matagorda Ship Channel off **Gallinipper Point** for about 3.5 miles to a turning basin at the mouth of **Lynn Bayou** at Port Lavaca; another 12-foot channel about 1.6 miles above Gallinipper Point leading SW from Port Lavaca Channel for about 1.4 miles to N-S and E-W basins at the **Harbor of Refuge** S of Port Lavaca; and a 6-foot channel about 2.3 miles above the entrance to Port Lavaca Channel which leads N through Lavaca Bay to the entrance to **Lavaca River**, and through the river to **Red Bluff**, on the **Navidad River**, a distance of about 17.5 miles.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander  
8<sup>th</sup> CG District (504) 589-6225  
New Orleans, LA



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

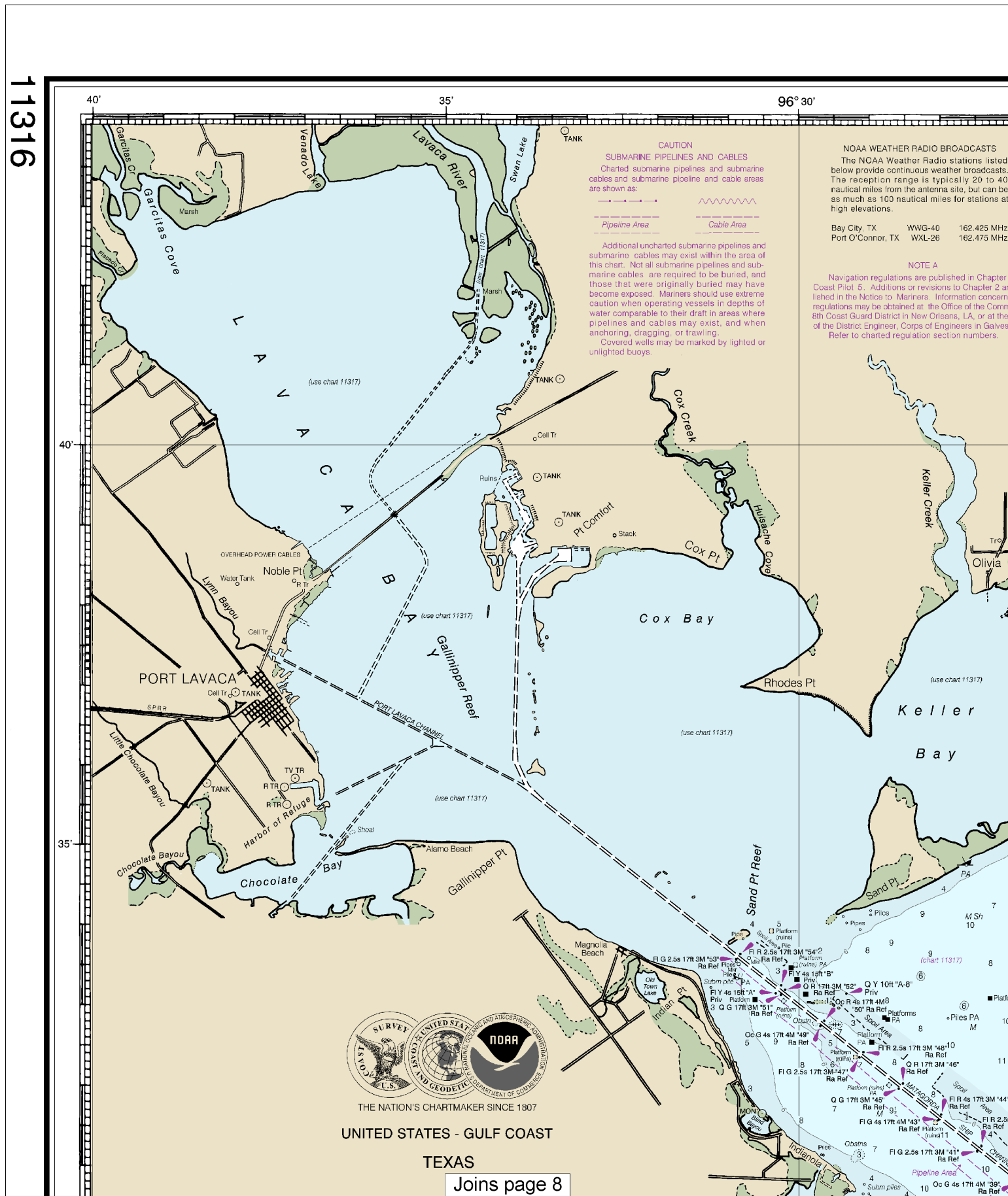
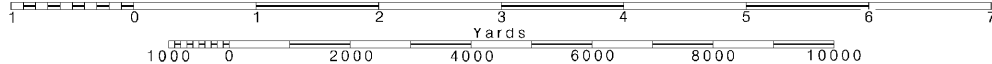
These volumes are available online at <http://www.navcen.uscg.gov>

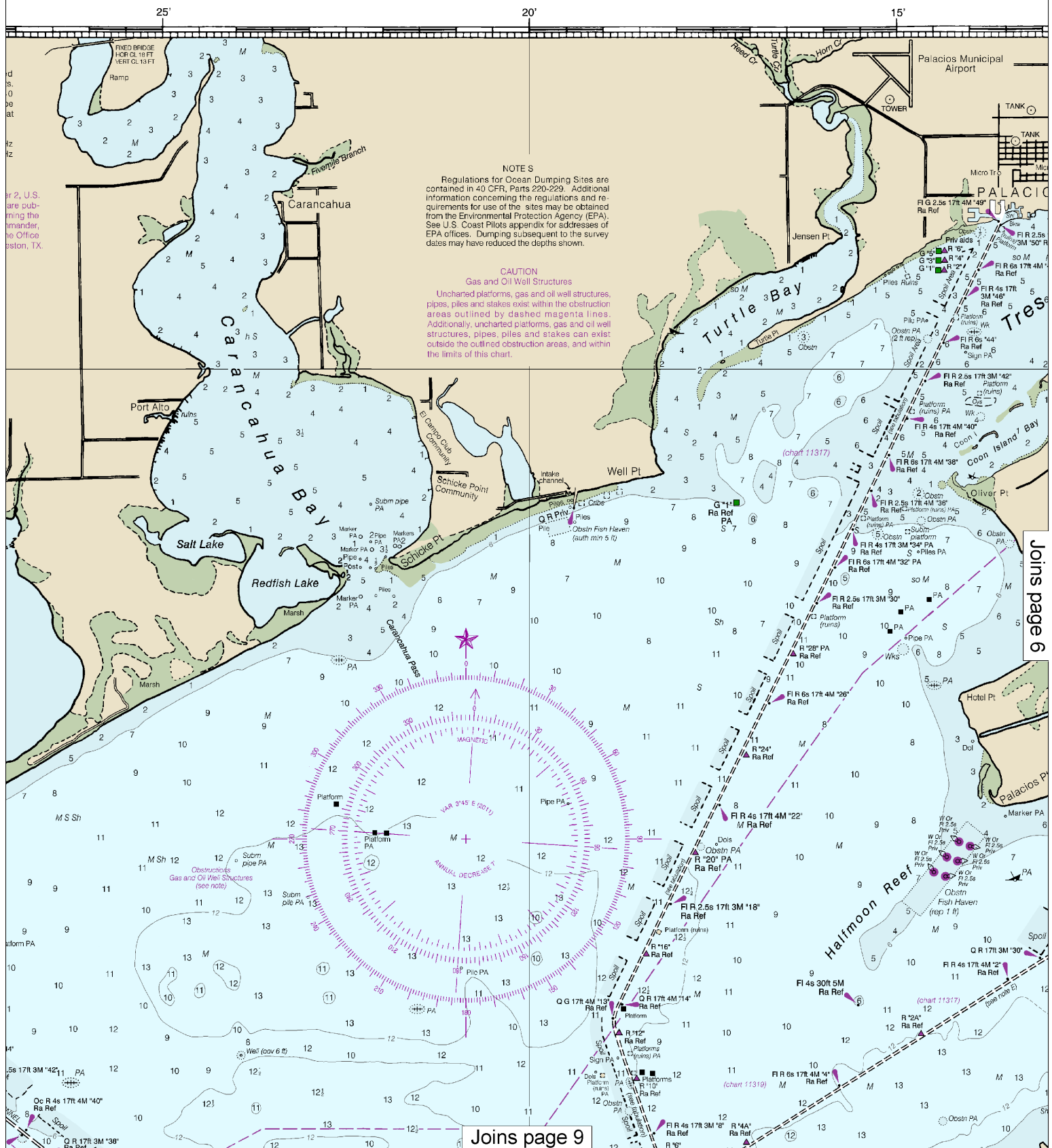
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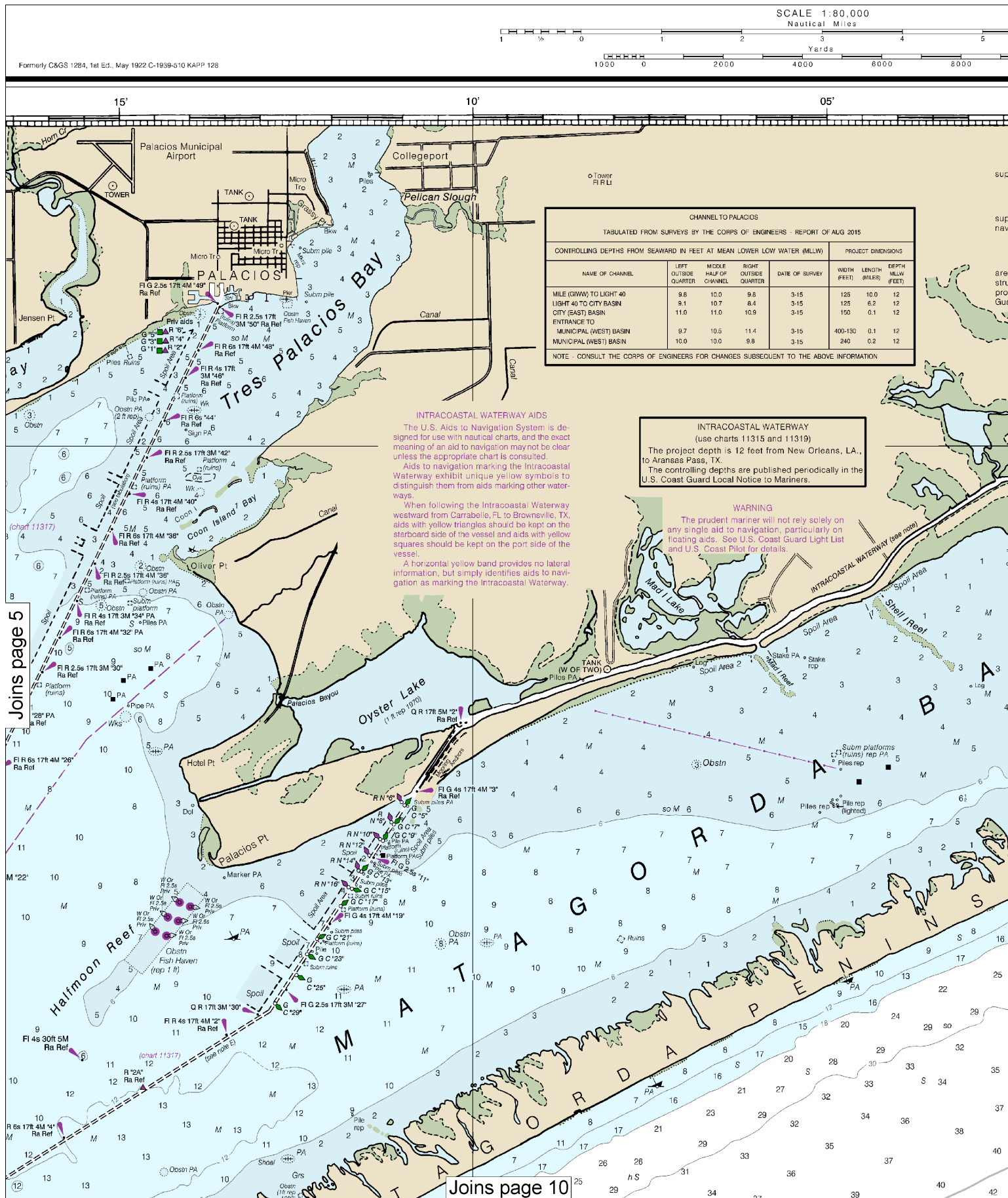
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





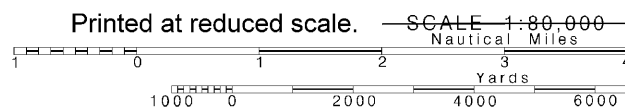
This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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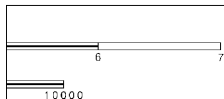
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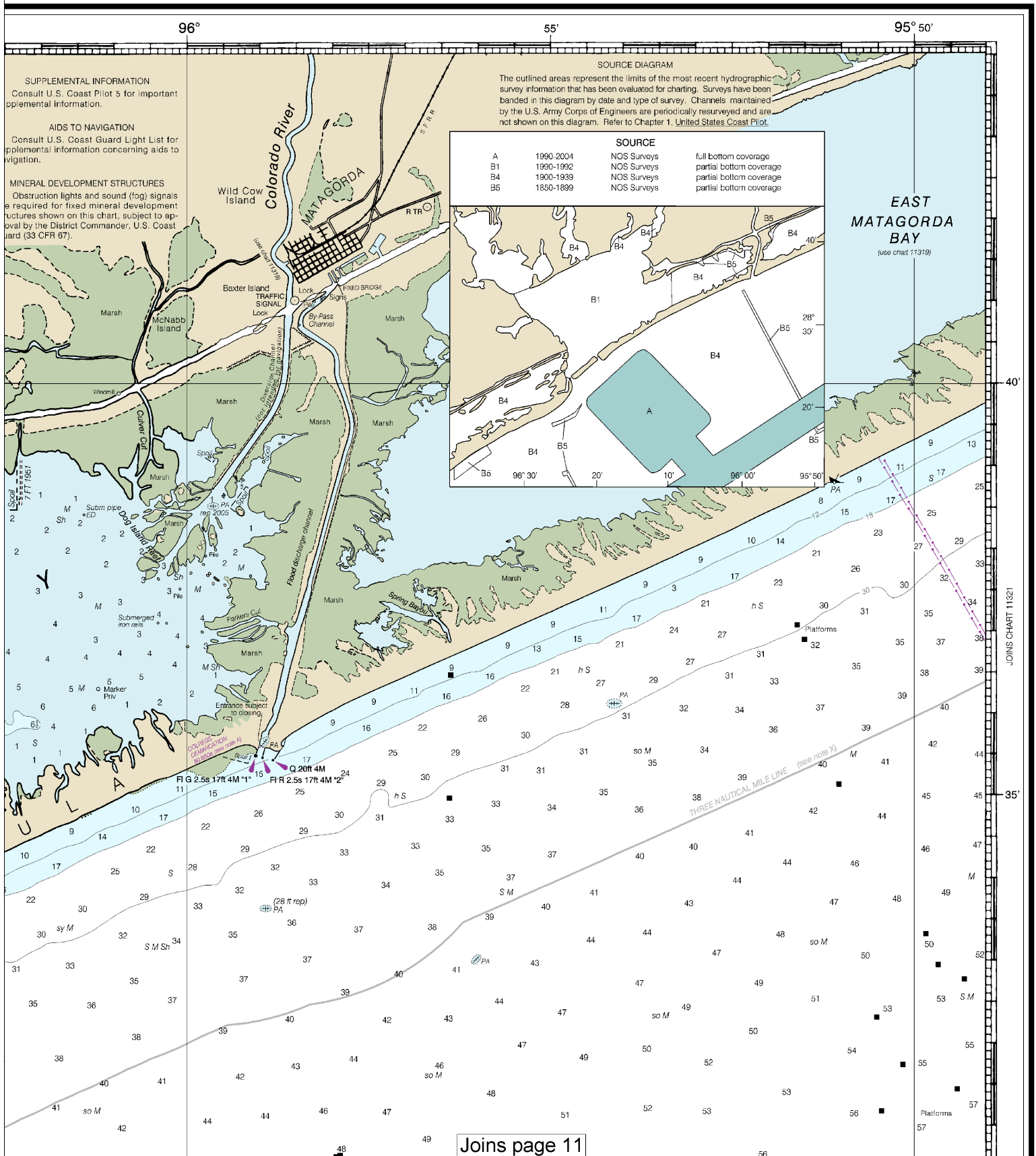


See Note on page 5.





# SOUNDINGS IN FEET



Last Correction: 11/30/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST  
TEXAS

# MATAGORDA BAY AND APPROACHES

Mercator Projection  
Scale 1:80,000 at Lat 28°27'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

MATAGORDA SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB APR 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	40.0	40.0	40.0	36.0	3-15	300	3.69	36
MATAGORDA PENINSULA TO LT 48	32.0	35.0	37.0	32.0	4-15	300-200	12.47	36
LIGHT 48 TO ALCOA CHANNEL	27.5	32.0	26.0	23.9	2-15	200	5.54	36
ALCOA CHANNEL								
TO TURNING BASIN	26.0	28.0	24.0	22.0	4-15	200-399	1.13	36
POINT COMFORT TURNING BASIN	37.6	38.0	38.0	37.2	2-14	1000	0.19	36
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**CAUTION**  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.998" northward and 0.898" westward to agree with this chart.

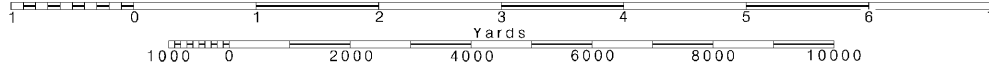
**NOTE E**  
The channel for the Intracoastal Waterway through Matagorda Bay is controlled to 10 feet, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.21"N, 96°22'59.2"W, 28°27'30.3"N, 96°22'59.6"W, and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this channel.

**NOTE B**  
**CAUTION**  
MATAGORDA SHIP CHANNEL  
Strong currents may be encountered in the vicinity of the entrance to Matagorda Ship Channel.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

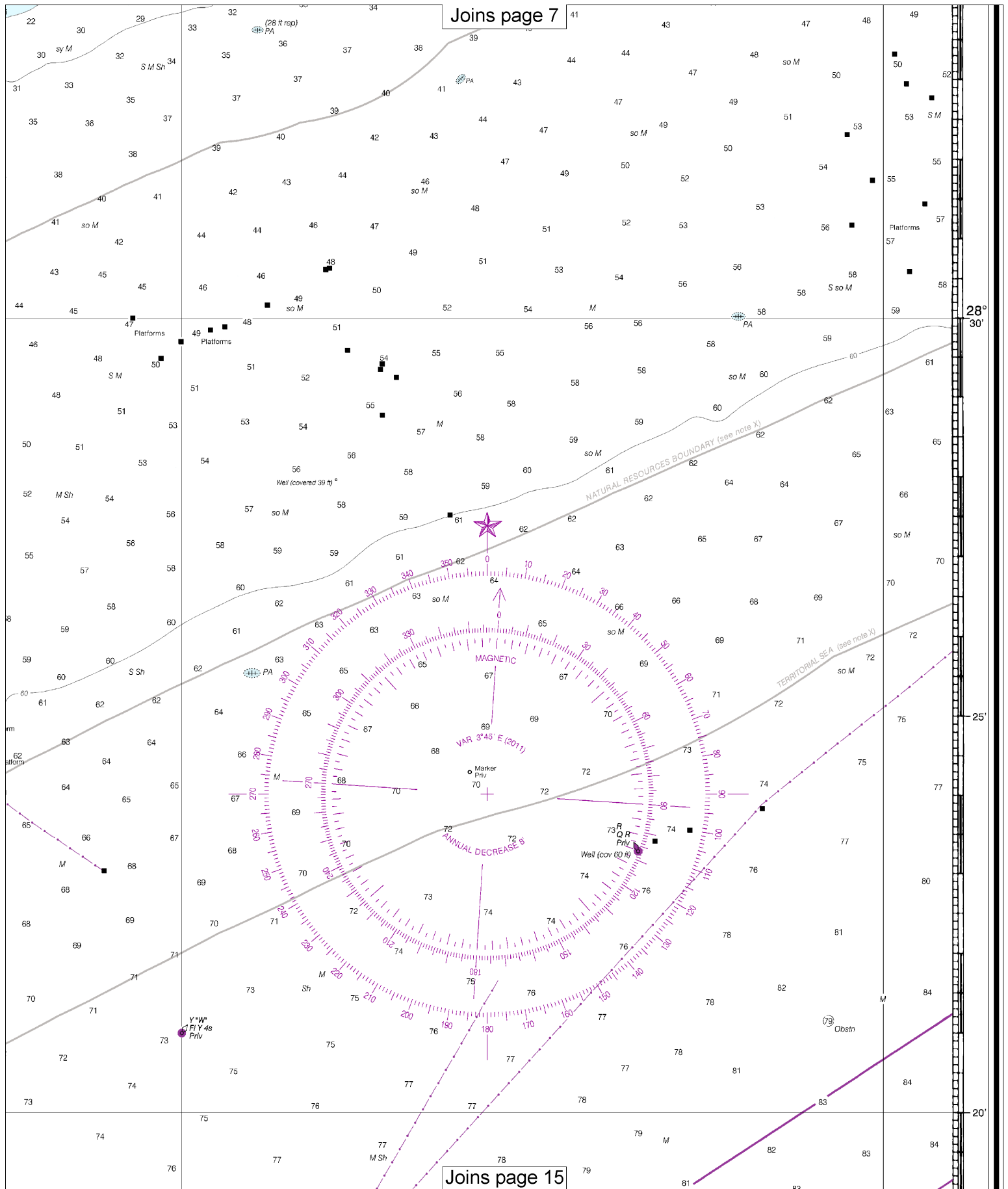
**NOTE D**  
**CAUTION**  
PASS CAVALLLO  
The bar channel at Pass Cavallo is subject to continuous change and is NOT NAVIGABLE in or through out absolute knowledge of the







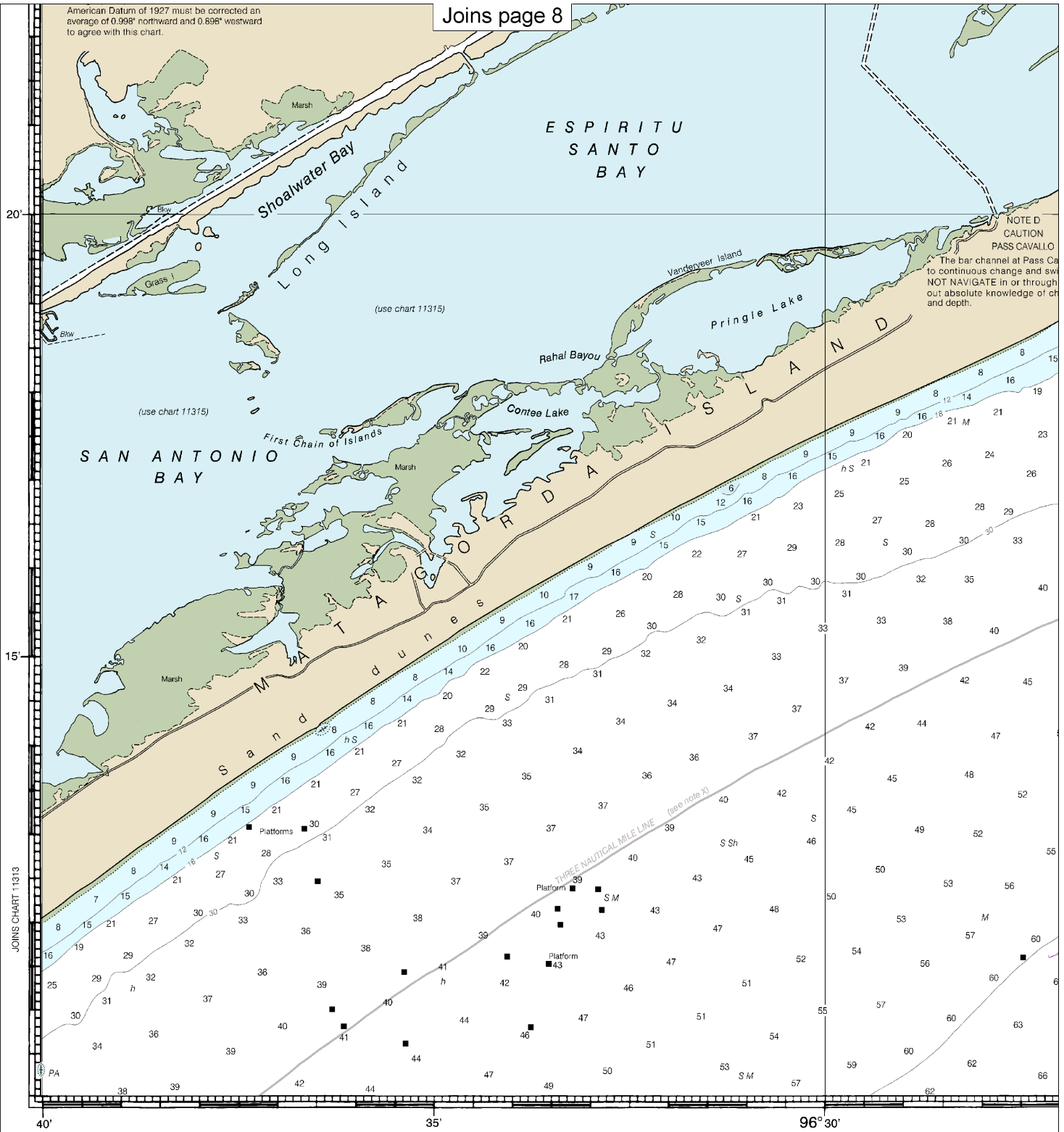






American Datum of 1927 must be corrected an average of 0.998" northward and 0.898" westward to agree with this chart.

Joins page 8



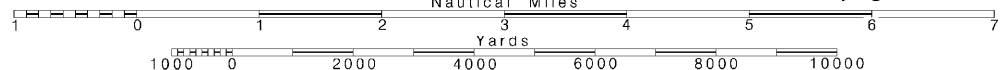
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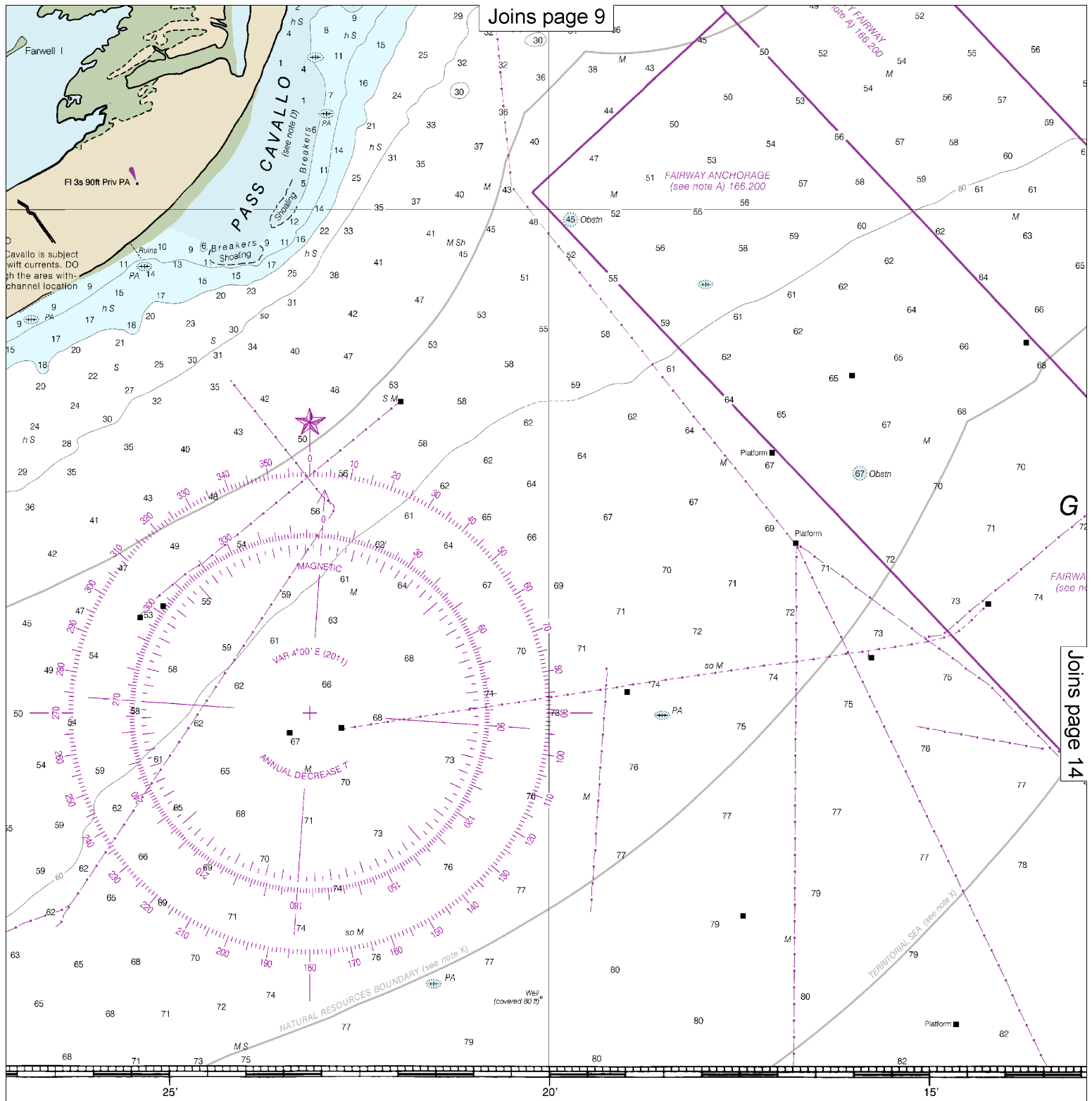
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Printed at reduced scale.

SCALE 1:80,000

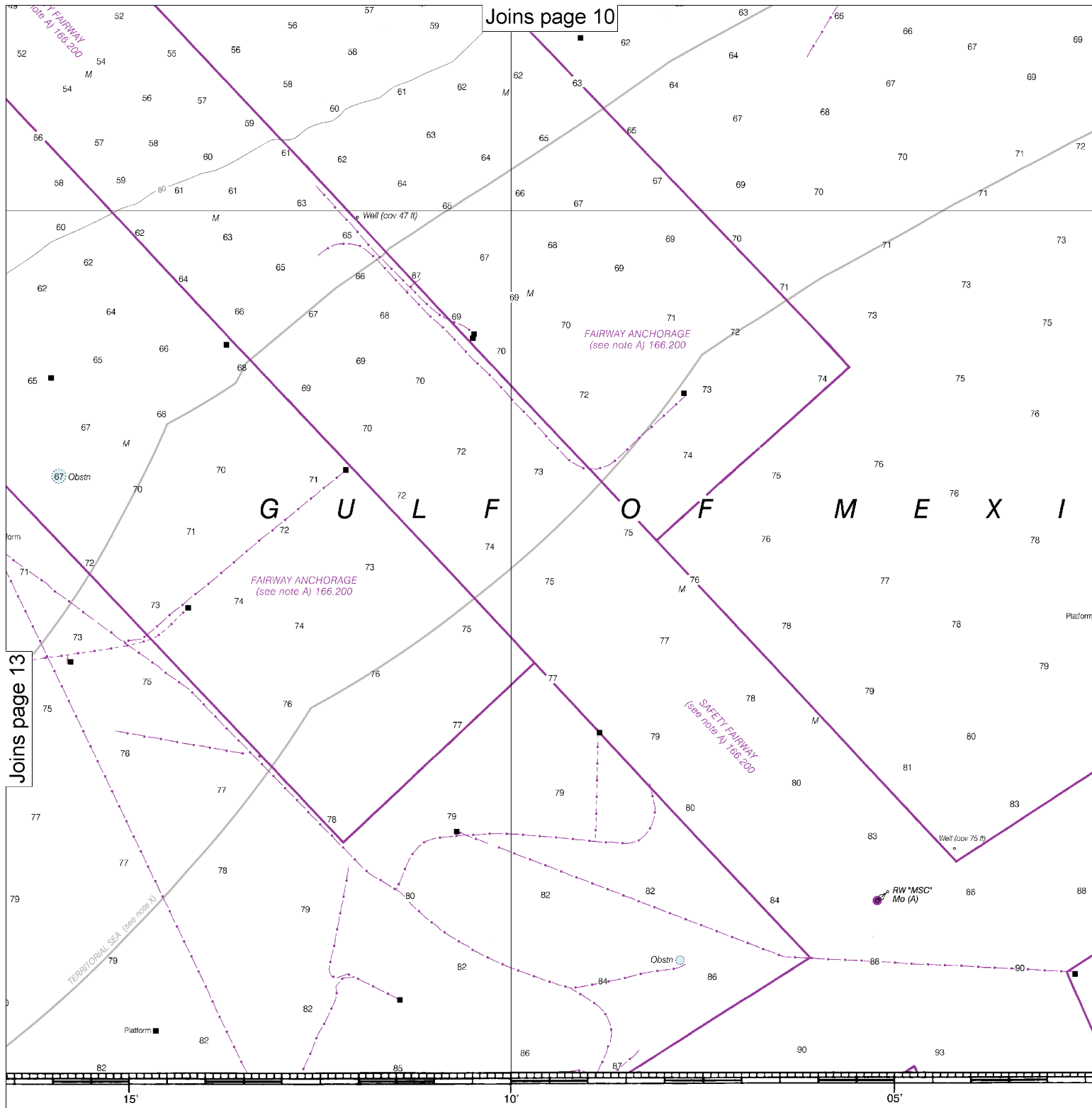
See Note on page 5.





SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

NOTE X  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

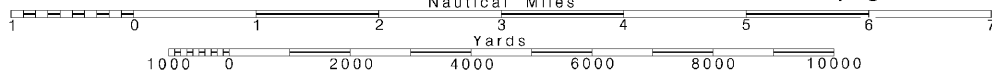
14

Note: Chart grid lines are aligned with true north.

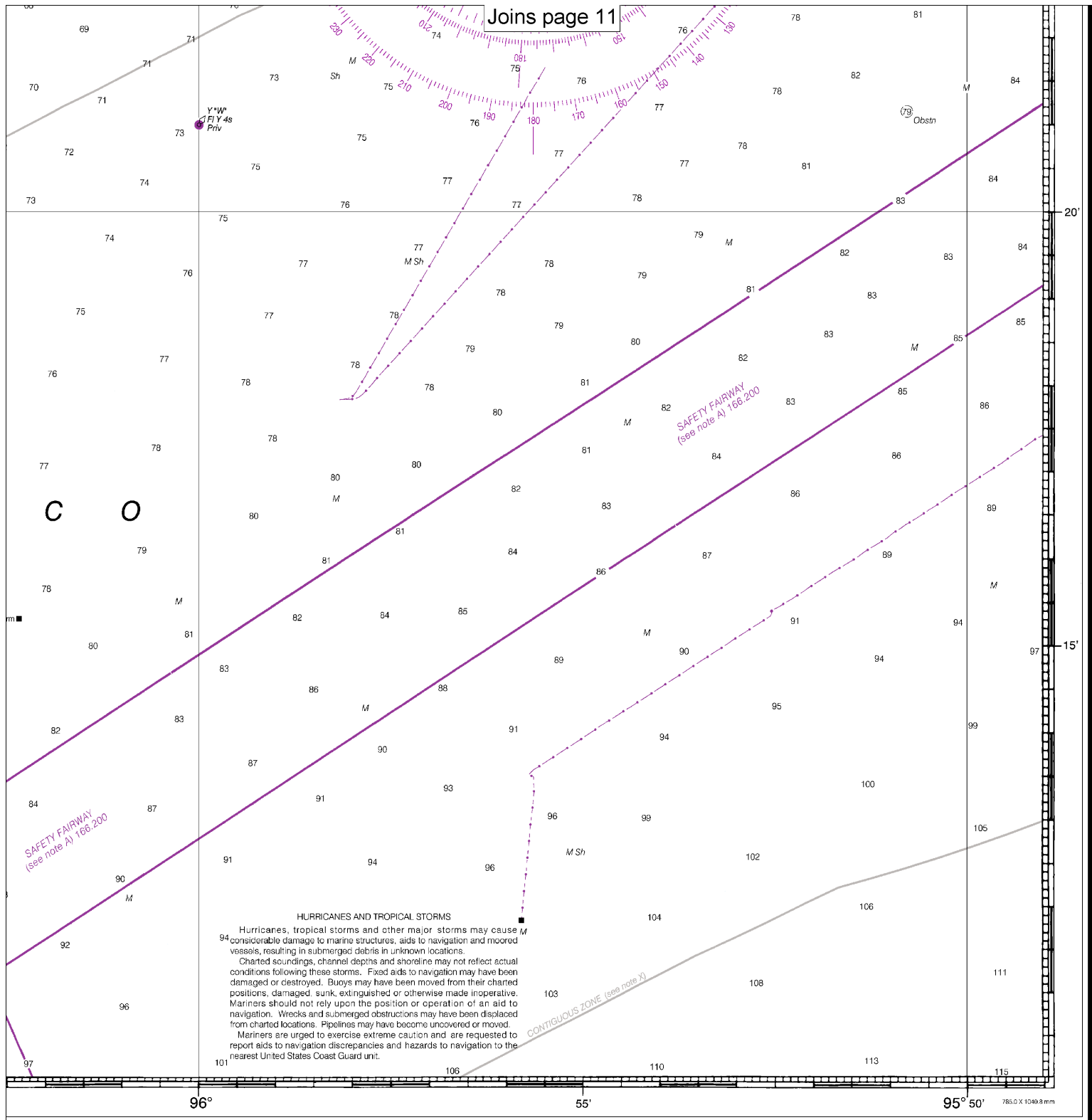
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Matagorda Bay and Approaches  
SOUNDINGS IN FEET - SCALE 1:80,000

11316



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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